

DEPARTMENT OF FINANCE BILL ANALYSIS

AMENDMENT DATE: April 12, 2010
POSITION: Neutral, Note Concern

BILL NUMBER: SB 1328
AUTHOR: A. Lowenthal

BILL SUMMARY: Greenhouse Gas: Automotive Glazing Standards

Existing law, under the California Global Warming Solutions Act of 2006, requires the Air Board to determine the 1990 statewide greenhouse gas (GHG) emissions level and approve a statewide GHG emissions limit that is equivalent to that level, to be achieved by 2020. The Air Board must adopt regulations for reporting and verification of GHG emissions, for monitoring and compliance with the program, and for achieving GHG emission reductions by January 1, 2011, to be operative on January 1, 2012, subject to certain requirements.

This bill would require the Air Resources Board (Air Board), in developing regulations that reduce cabin temperatures in vehicles in order to reduce greenhouse (GHG) emissions, to take specified areas into consideration.

FISCAL SUMMARY

The Air Board states that any cost to implement this bill would be minor and absorbable. The Department of Finance concurs.

COMMENTS

The Department of Finance is neutral on this bill, but notes concern that the bill is unnecessary, as the areas that it would specify that the Air Board consider are areas that the Air Board has customarily taken into account in the development of its regulations. The bill's guidance also would be duplicative of the actions the Air Board is already taking in this regulatory area.

Specifically, this bill would require the Air Board to consider the following in its development of regulations to reduce cabin temperatures in vehicles in order to reduce GHG emissions:

- Potential reductions in air conditioning use that can be achieved while a motor vehicle is moving, in addition to air conditioning reductions when a motor vehicle is parked.
- Potential conflicts between, and relative benefits of, motor vehicle cabin temperature reduction requirements and technologies that provide motor vehicle GHG emission reductions through various means.
- The manufacturing flexibility necessary to achieve overall maximum GHG reductions from motor vehicles.

Analyst/Principal (0623) K. DaRosa	Date	Program Budget Manager Karen Finn	Date
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Department Deputy Director	Date
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Governor's Office:	By:	Date:	Position Approved _____
			Position Disapproved _____

BILL ANALYSIS	Form DF-43 (Rev 03/95 Buff)
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BILL NUMBER

SB 1328

		(Fiscal Impact by Fiscal Year)							
Code/Department	LA	(Dollars in Thousands)							
Agency or Revenue	CO	PROP							Fund
Type	RV	98	FC	2009-2010	FC	2010-2011	FC	2011-2012	Code
3900/Air Res Bd	SO	No		-----	No/Minor	Fiscal Impact	-----		0115
<u>Fund Code</u>	<u>Title</u>								
0115	Air Pollution Control Fund								